



*Milwaukee County Supervisor Patricia Jursik
Wisconsin Representative Christine Sinicki*



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CITY OF MILWAUKEE ATTEMPTS TO DELAY RE-DECKING OF HOAN BRIDGE
Political effort to turn Hoan Bridge into another Zoo Interchange fiasco

Milwaukee, WI – Milwaukee County Supervisor Patricia Jursik and State Representative Christine Sinicki are responding to the City of Milwaukee's attempts to delay the re-decking of the Hoan Bridge.

"At a September meeting of the Metropolitan Milwaukee Association of Commerce (MMAC), Wisconsin Department of Transportation (DOT) Secretary Frank Busalacchi promised to begin engineering studies for the re-decking of the Hoan Bridge," Supervisor Jursik said. "The County Board unanimously approved the request for an engineering study, and the County Executive agreed."

Last week, Supervisor Jursik presented 8,079 petitions supporting the Hoan, along with a letter again calling for an engineering study, to the Governor's Milwaukee office. Supervisors, mayors, alderpersons and other community leaders from the south shore and beyond signed the letter.

"Coalition members have been chided for suggesting that a conspiracy exists within the DOT to remove the Hoan. In spite of overwhelming support for the Hoan within the larger community and the transportation corridor the Hoan supports, this letter from the City of Milwaukee once again shows the arrogance and persistence of those who seek to delay this project," Supervisor Jursik added. "This letter is a recipe for delay and interruption of this work through the guise of an environmental impact study. If this continues, the Hoan will become another Zoo Interchange fiasco. One way to nip a conspiracy in the bud is to bring it into the light of day."

"We've done a lot of work on this issue, now we find the City of Milwaukee has been meeting in private to delay the studies," Representative Sinicki added. "This is a disservice to the citizens I represent in Bay View and the south side of Milwaukee." Both officials are calling on Secretary Busalacchi to please begin the studies to re-deck the bridge.

For more information on the Coalition to Save the Hoan, visit <http://www.county.milwaukee.gov/Jursik/SaveTheHoanBridge.htm>

(letter from City of Milwaukee attached below)



Department of Public Works
Infrastructure Services Division

Jeffrey J. Mantel
Commissioner of Public Works

Preston D. Cole
Director of Operations

Jeffrey S. Polenske
City Engineer

November 16, 2009

Mr. Frank J. Busalacchi, Secretary
Wisconsin Department of Transportation
4802 Sheboygan Avenue
P.O. Box 7910
Madison, WI 53707-7910

Subject: The Hoan Bridge

Dear Secretary Busalacchi:

We would like to thank you for meeting with us recently to discuss the future of the Hoan Bridge and the critical transportation link that it serves. As we understand from our discussion, the rehab work for the Hoan Bridge and the Lake Interchange are quickly becoming critical and you have directed Wisconsin Department of Transportation staff to begin engineering so that such work could begin in as early as 2011. However, it is also our understanding that you remain open to conducting an alternatives analysis that would help determine the most cost effective long term transportation improvement. While the timing of such an analysis may conflict with the timing to start rehabbing the bridge we sense that there may be some minimal rehab effort that could be considered if a viable alternative develops. We are supportive of this approach.

Given the magnitude of potential benefits, we recommend that an alternatives analysis through an Environmental Impact Statement (EIS) process be performed so that the merits and impacts of various options can be better quantified and overall feasibility better understood. Critical impacts and benefits that should be quantified for each alternative being evaluated include:

1. Economic development potential
2. Port of Milwaukee impacts including:
 - a) Operational impacts
 - b) Truck / Rail access
 - c) Coal / Salt storage
3. Lake Arterial traffic operations
4. Lake Interchange traffic operations
5. Local road traffic operations

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6. Watercraft volumes and resulting impacts.
7. Impacts to Maier Festival Grounds including pedestrian and access impacts.
8. Multi-modal accommodations that could be provided for within the same alignment of each option (bike lanes, transit, pedestrian and bike crossings, etc.)
9. Impacts to Milwaukee Metropolitan Sewerage District
10. Impacts to Milwaukee Metropolitan Sewerage District

Finally, we commend the Wisconsin Department of Transportation's foresight for considering alternatives at this time and we commit our participation as a major stakeholder in the EIS process. If you have any questions or would like to further discuss please do not hesitate to contact us.

Very truly yours,



Jeffrey S. Polenske, P.E.
City Engineer



Jeffrey J. Mantes
Commissioner of Public Works